

Spring 2018

MARINE 'TORQUE TALK'

What's happening on
the water from ...

VOLVO PENTA

DICKEY SEMIFLY 45— FIRST TIME ON SHOW

The 2018 Auckland On Water Boat Show promises to be an extra-special occasion for acclaimed Napier custom boatbuilder, Dickey Boats.

Launched in late 2016, the company's glamorous Semifly 45 presents to the New Zealand boating public for the very first time; an exciting landmark for the whole Dickey Boat team.

Described by Boating NZ's John Eichelsheim as "an aluminium boatbuilding triumph," the Semifly 45 offers a level of luxury and performance befitting its status as the flagship in the company's bespoke vessel range.

A proven blue-water sportfisher, the Semifly 45 blends home-like comfort and space with superb fuel economy – even at pace – to deliver a uniquely capable package sure to intrigue show-goers in late September.



An added element of interest for some may be the fact that the vessel to be displayed is undergoing preparations for a trans-Tasman crossing as part of the hand-over process to its Australian owner. Such a trip requires detailed planning, an area where Jason Dickey's superyacht background comes to the fore. Visitors to the Dickey Boat stand are welcome to engage Jason on the topic.

Supporting the Semifly 45 will be the hugely popular Semifly 32. Arguably the company's most successful model to date, the mid-sized sport-fisher/family cruiser sits comfortably in a versatility and handling sweet-spot.

Repeatedly proving itself manageable by crews of almost any experience, the Semifly 32 compromises little to weekend functionality. As with all vessels in the Semifly range, it is fair to describe the 32's fuel economy figures as outstanding in this class. Again, boat show guests are encouraged to discuss the topic further with the team.

For further enquiries or to talk to the team contact:
Jason on 021 577 781 or Hayden on 021 525 949. Email info@dickeyboats.com

Powered by Volvo Penta IPS600
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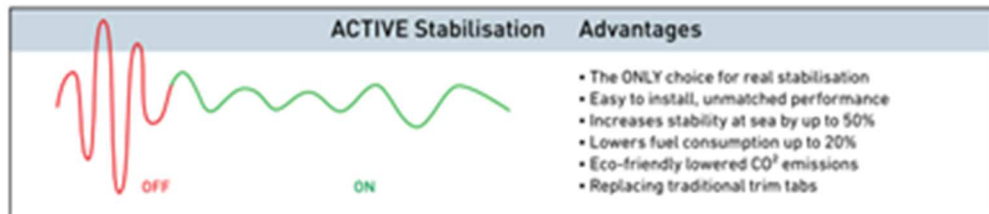


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MARK OF A WINNER

The award-winning Marco 950 Sou'wester *Resolute* is the Tauranga company's third custom aluminium build for Hamiltonian Mike Callagher – and the second to bear that name.

Mike is a fanatical fisher who loves chasing game fish and all his boats were set up to indulge this passion. He seriously considered buying a launch this time around but again opted for a trailer boat because of the flexibility it gives him to fish anywhere in the country.

"If I had a launch, I'd be stuck on one coast."

From his Hamilton base Mike can access east and west coasts easily enough. Raglan, a regular launching spot, is only an hour's tow away and a vessel like *Resolute* allows him to work the sometimes-treacherous bar with confidence.



Resolute impressed the judges enough at the Hutchwilco New Zealand Boat Show in May to win Boat of the Show in the Specialist Fishing Boat – Open category. It's not hard to see why.

Performance too

Driving this boat, it's obvious designers and builders have got the hull profile right. While she feels more like a launch than a trailer boat – *Resolute* is nearly six tonnes and 10 metres long after all – she's still pretty nimble. Throttle response from the 370hp Volvo-Penta D6 is good and the duo-props get plenty of purchase on the water while Humphree self-levelling interceptor trim tabs keep the boat on the level. Top speed is around 35 knots depending on loading, but what's more important is how well the boat travels in a seaway. We had a bit of slop outside Tauranga Harbour, which demonstrated that the 950 Souwester rides very nicely.

According to Mike, who has clocked up quite a few hours already, *Resolute* is very composed in most sea conditions: he can maintain an economical 22 to 25-knot cruising speed even when it cuts up rough. In the conditions on the day, we could maintain a comfortable 30-knot cruise.

Mike reckons the 950 is pretty cruisey in most conditions: "She's a heavy boat, which inspires confidence, especially crossing west coast bars." Three wipers (with freshwater washers) keep the windscreens clear.

With 8mm transom and bottom plates and 5mm sides, she's solidly built. "There's lots of underfloor structure," says Dayne, "including full-length stringers, frames, bulkheads and sealed buoyancy chambers either side of the fuel tank."

Resolute carries 580 litres of fuel under the floor, giving a range of 318 nautical miles at 25 knots, plus 140 litres of freshwater, heated through a 20-litre califont.



Manufactured By:	Marco Boats Ltd
LOA:	10m
Beam:	3m
Deadrise:	18 deg
Hull Weight (dry):	4800 kg
Tow Weight (dry):	6500 kg
Max Speed:	34 knots
Cruising Speed:	25 - 30 knots
Engine Make:	Volvo Penta D6 370HP
Trim Tabs:	Humphree
Contact:	www.marcoboats.co.nz

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The article is by John Eichelsheim and photos are by Geoff Cox, courtesy of Boating New Zealand

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ADMIRAL BOATS

Hamilton-based, Admiral Boats entered into the sport sedan market in mid-2018 with a very much modified and entirely revamped Steadecraft 28 hull.

In fact, there wasn't much left of the original hull when they popped out their first boat.

"We built a new higher deck with more curve, put swage lines in the topsides, moved the saloon door bulkheads back 600mm to increase the cabin living space and built a one-piece inner liner, so the boat is effectively three large moulds; hull inner liner and deck, with lots of small moulds filling all the gaps", says company director Steve Clement.

The Admiral 10 is designed around fishing, diving, family boating and overnighting in comfort. "We wanted to try to fit as much 'big boat' features into an XL trailer boat as possible with the luxury of being able to up and drive it to anywhere we desired", says Steve.



Power for the first boat was a Volvo Penta D4 260 hp engine with DPH stern leg, with power options being 220-350hp single Volvo Penta packages. Part of the standard package is a pair of Humphree X-Series interceptors, which offer stabilisation at any speed. They are not ordinary trim tabs. The Interceptor system creates a hydrodynamic lift force by intercepting the water flow underneath the hull. In that way, the interceptor creates a lift force acting on the hull instead of on the trim-device itself, which is the difference of the regular trim tab. With a complete moulded construction, the opportunities to customise the boat is limited, although items such as upholstery and timbers are owner's choice. The builders have tried to present the optimum layout for what they feel most people would want in a boat this size and they have indeed achieved that.

Boat Design Name:	Admiral 10m
Year Launched:	2018
Builder:	Admiral Boats
Designer:	Admiral Boats
LOA:	10m
Beam:	3m
Deadrise:	12.5 deg
Displ (Dry):	4200 kgs
Max Speed:	32 knots
Construction:	GRP
Fuel Cap:	650 litres
Water Cap:	370 litres
Engines Make:	Volvo Penta D4 260
Drive Train:	DPH
Trim Tabs:	Humphree
Contact:	www.admiralboatsnz.co.nz





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- Beam: 3.0m
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- Fuel: 650lt
- Water: 370lt
- Sleeping: 5-6

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Article courtesy of Barry Thompson,
Pacific Powerboat

COUGAR LINE GO FASTER AND GREENER

Cougar Line Ltd, Marlborough Sounds premier water transport company, run by Mark and Jill Evans, has made a further move for considering the environment.

Recently they have repowered two of their vessels with new Volvo Penta engines.

These new engines meet the latest world emission requirements in force today IMO NOx, EU RCD stage II, US EPA Tier 3.

Cougar I – 10.8m Cougar Cat

After running another brand with 265hp and close coupled vee drives for a number of years the decision was made that they needed replacing. Volvo Penta D6-300 engines were chosen. This was brought about by the fact that Cougar II, with D4-225 Aqua engines clocked an impressive 10950 hours in 6 seasons.

Once installed the vessel's performance increased remarkably, especially when only 35hp was added each side. The Service Speed increased by 2 to 3 knots, running now around 24knots even with a heavy load, with a maximum speed of over 30knots. Apart from the increased performance they found they were actually saving around 10% in fuel as well.

Cougar II – 10.5m Cougar Cat

Having already clocked up 10950 hours on Volvo Penta D4-225A engines and drives, it made sense to fit the same packages back into the vessel.

The reliability and efficiency of the DPH drives allows Cougar II to perform to the same speeds as Cougar I, albeit with only 225hp per side.

It was also reported, using the latest Volvo Penta electronic controls has eliminated all the niggly issues using mechanical cable controls with all the moving parts.

With both vessels operating during the summer season, up to 4 x 3 hour trips per day, Mark and Jill both know that they are playing their part in looking after the environment in Queen Charlotte Sounds.



ENOUGH POWER TO GET THIS BOAT INTO "MISCHIEF"

May 2018 saw Allvo Marine & Engineering Ltd commence the repower of a Vindex 350.

The owner, Brett Dorman, wanted to increase the performance of the vessel without stressing the engine. The vessel's performance with the current engine, KAD43P, gave a cruising speed of 15 – 18 knots at 3500rpm. After considering what horsepower was available, the D6-330A was chosen.

The installation was made easier with adding the extended tail housing. Even with the added 130mm to the length of the engine there is still plenty of access for servicing.

Brett is very happy as Mischief now can run at 20+ knots at 3000 rpm and topping out at an impressive 27.2 knots.



Specifications:

LOA:	10.8m
Beam (BOA):	3.75m
Deadrise:	17 deg
Fuel Capacity:	600 litres
Water Capacity:	400 litres
Test Load:	3 POB 100% fuel and water
Configuration:	5.5 lt, Inline 6
HP @ RPM:	330 @ 3500
Max torque @ rpm:	810Nm @ 2500
Transmission type:	DPH
Ratio:	1.76:1
Max Speed:	27.2 knots
Engine Make:	Volvo Penta D6 330HP



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